Washington State Department of Transportation

Inspector's Daily Report

IDR Sheet 1 of 1 Sheets	Final Record Book	Page
Contract	Day	Date
C-7852	Wednesday	June 15, 2011

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

During my construction support, I was requested to identify any areas located at the crest of the slope and above that could benefit from safety scaling in addition to the detached block located at approximate station 1325+00. From the west end of the project to approximate station 1323+50 and approximate station 1336+00 to the east end of the cut, the project is close to proposed ditch bottom and not much additional work is anticipated throughout these areas. From approximate station 1331+00 to 1336+00, the current bench elevation is close to the crest of the slope and typical scaling and dressing should be performed by the contractor during rock excavation activities. The scaling limits I identified are located between approximate station 1323+50 and 1331 +00.

Safety scaling should be accomplished at the crest of the slope from approximate station 1323+50 to 1331+00; however, scaling efforts should focus on the following locations:

1. Approximate station 1323+80 (Figure 1)
2. Approximate station 1325+00 (Figure 2) - This is the area with the detached block. The scaling crew will most likely need some type of air pillow hydraulic jack to remove the detached block.
3. Approximate station 1328+75 (Figure 3) - This area is oversteepened overburden. We may want to discuss this locations since the dowels will need to be re-tightened and cut which could be an additional cost.
4. Approximate station 1329+00 to 1331+00 (Figure 4) - This is an area that has been identified for shotcrete; however, there are many loose blocks located at the crest of the slope.

This scaling work can most likely be accomplished in 40 crew hours. Once the scaling crews are on-site, the WSDOT Inspector, on-site geotechnical specialist, and scaling crew(s) should walk the project limits and discuss the scaling locations.

Michael P. Mulhern
Signed Inspector

Figure 1. A photograph showing a scaling area located at the crest of the slope around station 1323+80.

Figure 2. A photograph showing a scaling area located at the crest of the slope around station 1325+00.

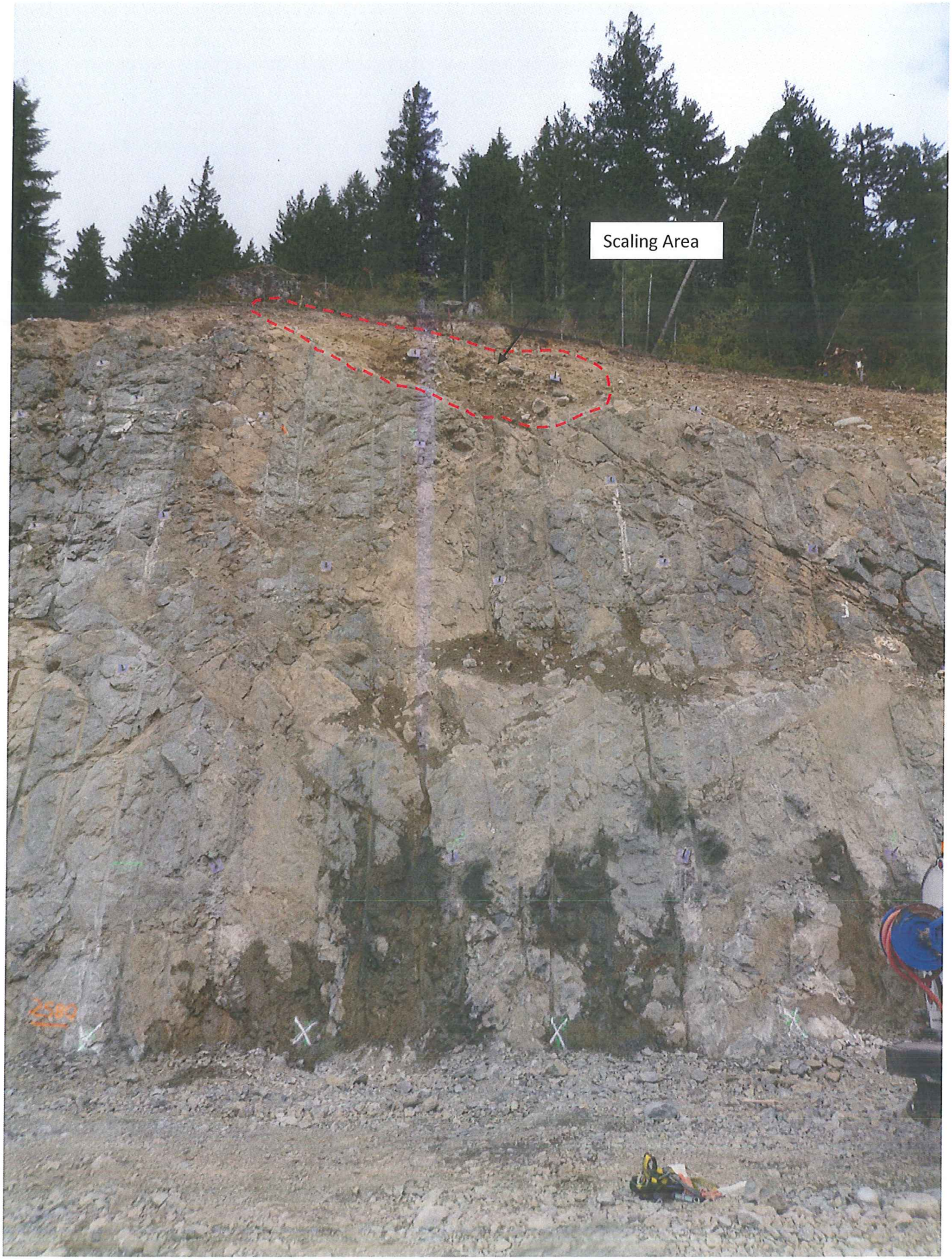

Figure 3. A photograph showing a scaling area located at the crest of the slope around station 1328+75.

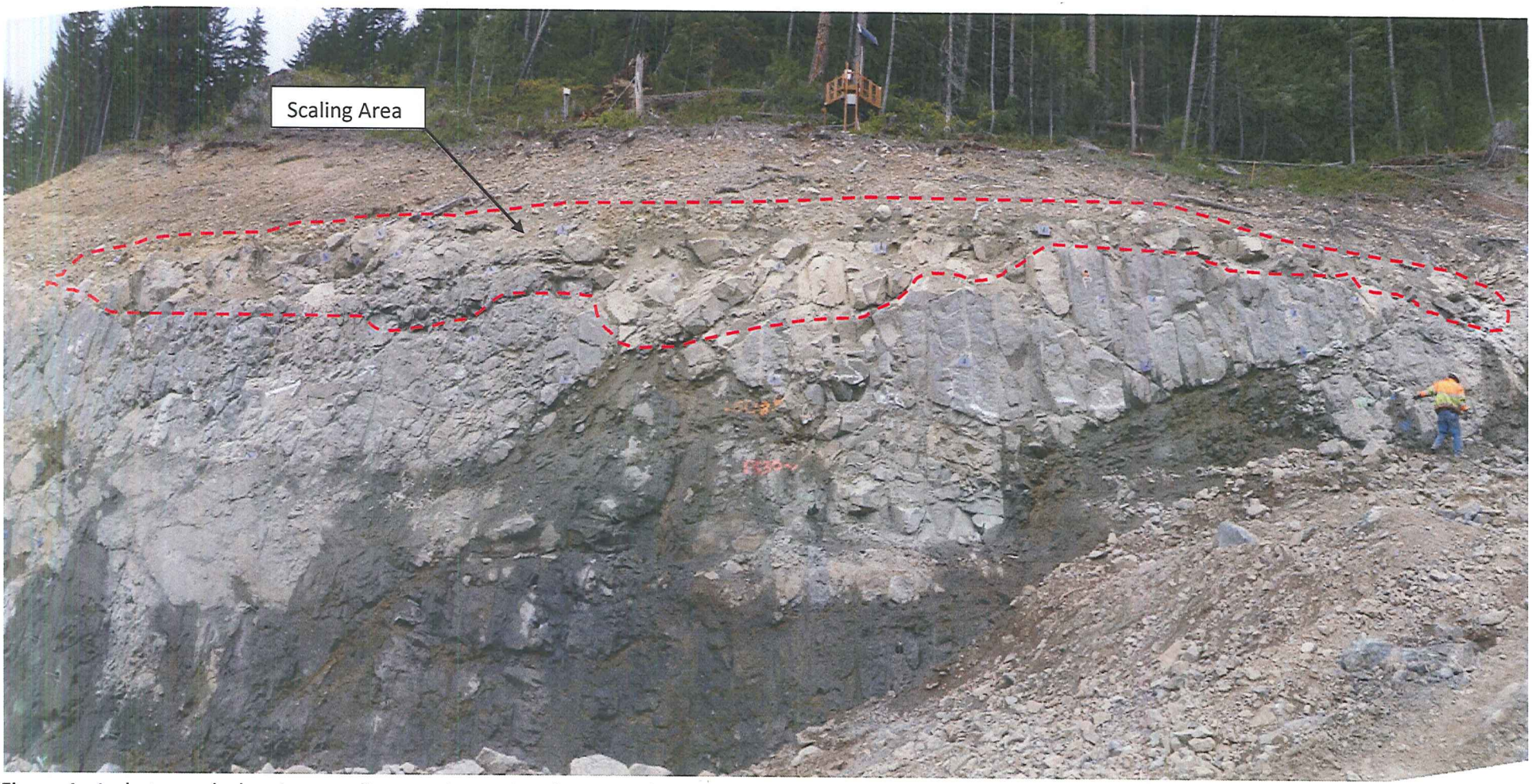

Figure 4. A photograph showing a scaling area located at the crest of the slope around station 1329+00 to 1331+00.